

Urban Growth and Associated Problems: An Experience in Manipur

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ABSTRACT: In the present paper, an attempt has been made to discuss the progress of urbanization in Manipur and its problems and prospects. The number of urban centers in the state has been increased as if it has a concomitant phenomenon involving the process of conglomeration approach. Though the state is slow in making the progress of development in economy and industries, there is a significant growth of urbanization due to the natural increase of population as a result of births over deaths and rural - urban migration. Subsequently, these urban growths have got the experience of haphazard expansion of urban landscape in the state capital, Imphal and sluggish growth in other towns which has aggravated on the socio-economic conditions and administration of the state. The analysis is concerned those characteristics of the urban growth in order to spell out some suggestions.

Keyword: Conglomeration approach, Concomitant phenomenon, Socio-Economic, Squatter Settlement Urbanization

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I. INTRODUCTION

The trend of urbanization in the state was confined within the limit of Imphal town till the 1961 census. During the period from 1961-1971, Churhandpur, Thoubal, Kakching, Moirang, Nambol, Bishnupur and Lamlai were notified as statutory towns by the state Govt. bringing the total number of towns in 1971 to 8. The process of urbanization in the state recorded a further change during 1971-81. During this period, the number of urban centers grew from 1 to 51 with urban population rising from 2,862 in 1951 to 8,34,154 in 2011, representing percentage of population 0.50 and 29.21 respectively (Census, 2011). The present distributional pattern of urban centers in the state is the recent growth of a large number of market towns which have essentially come up for discharging commercial functions as Conglomeration approach, including collection and distribution in addition to some industrial activities on a small scale basis and socio – cultural functions. The trend of urbanization in the state as compared to the valley districts, the hill districts-Churhandpur, Senapati, Ukhrul, Chandel have low degree of urbanization. It is obviously indicative of the relative backwardness of the region. The rugged topography, scarcity of cultivable land and lack of communications have also rendered the hill districts of Manipur as one of the least urbanized in India 7.3% (68.81% of all India).

II. GROWTH OF URBAN CENTERS IN MANIPUR

The subsequent decades (1981-'91) were marked by a remarkable change from 3,75,460 (26.42%) in 1981 to 8,34,154(29.21%), in 2011 respectively. The most spectacular increase of urban population took place in the current decades 2001-2011(25.11%-29.21%). The number of urban centers shot up from 30 in 1991 to 51 in 2011 and percentages of urban population went down 23.88 percent in 2001 from 27.52 percent in 1991 and again jump up to 29.21 in 2011. The basis of the percentage of population living in urban areas that urbanization can be determined. The average annual arithmetic growth rate of urban population of Manipur had been higher than rural population except in 1991-2001. Demographically, progress of urbanization is expressed by the increase of urban population to the total population for a given period when the degree of urbanization is computed as a percentage of urban population to the total, the progress of urbanization in the state has been moderately high in the valley but it is negligibly small in the region. This means that the state as a whole is economically backward. It is obvious that some more attention is needed for proper regional planning between the two physically and culturally different regions of the state. However, it is significant to know that the rays of civilization have recently been penetrated into the hilly regions of Manipur. Table No.2 reveals that Growth of urban in the State increases from 1981 - 2011 census but the state has continued to lag a behind in the urbanization process mainly because of higher proportion of rural population particularly in the Hill districts of

the state (total population and urban population) registered a small decrease to 25.11 in 2001 from 27.52 in 1991. In most of the districts, growth rate has declined during the decade 2001-2011 except in hill districts of Senapati, Ukhrul and Imphal East districts. The most populous district of the State according to 2011 Census is Imphal West District while the least populated is Tamenglong District. The valley districts accounts for 61.54 % of State population in 2001 while the Hill Districts constitutes 38.46 %. In 2011 Census, the valley area of the State shares 57.2 percent of the State total population whereas the hill area account for 42.8 %.

Table -1: Profile of Urbanization in Manipur (1951 - 2011)

Census Year	Total No. of Towns	Total Population	Total Urban Population	% of Population
1951	1	577,635	2,862	0.50
1961	1	780,037	67,717	8.68
1971	8	1,072,753	141,492	13.19
1981	32	1,420,953	375,460	26.42
1991	30	1,837,149	505,645	27.52
2001	33	2,388,634	575,968	25.11
2011	51	2,855,794	834,154	29.21

Sources: Economic Survey, Manipur, 2014-15, Table2.13 &2.14

There is high tendency of migration of people from the hills to valley areas but migration from the valley to the hill areas are very much less in general because of land law in the state is that hills of Manipur are belongs to tribal people and valley areas are opened for all. A decrease in the average arithmetic growth rate of total population in the 2001-11 censuses to 2.45 percent over 2.49 percent in 1991-2001 is observed from Table-2.

Table-2: Rural-Urban growth of population

Period	Average annual arithmetic growth rate of population in %			Rural-Urban Growth differential
	Rural	Urban	Total	
1961-71	3.07	10.89	3.75	(-) 7.82
1971-81	1.23	16.54	3.25	(-)15.31
1981-91	2.74	3.47	2.93	(-) 0.73
1991-01	2.90	1.39	2.49	(+) 1.51
2001-11	1.77	4.48	2.45	(-) 2.71

Source: Economic Survey, Manipur, 2014-15

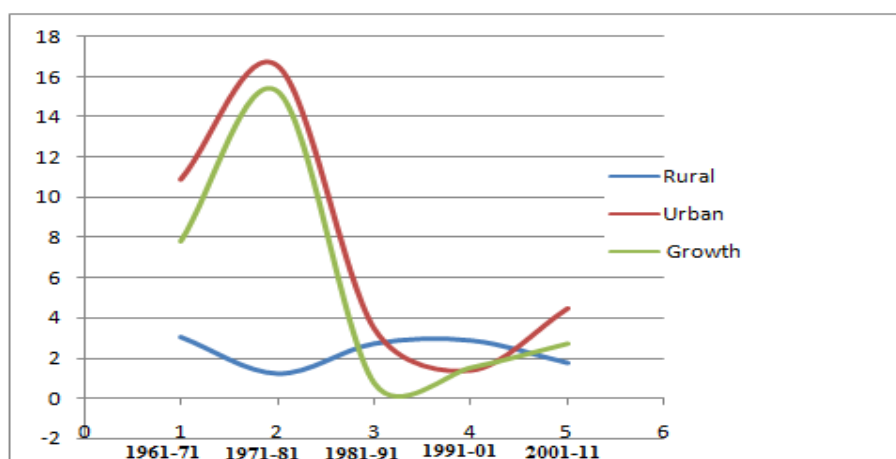


Fig-1: Rural-Urban growth of population in Manipur

A comparative picture between Manipur and North Eastern States of India, as regards urbanization shows that Manipur is second among the North Eastern States of India in terms of urban population according to 2011 Census as can be seen from Table-3.

Table-3: Comparative Study of Progress of number of Towns in N-E India (1941- 2011)

States	1941	1951	1961	1971	1981	1991	2001	2011
Assam	24	25	53	72	72	87	125	214
Manipur	1	1	1	8	32	30	33	51
Meghalaya	2	2	6	6	12/7	7	16	22
Nagaland	1	1	3	3	7	9	9	26
Tripura	1	1	6	6	10	18	23	42
A.P	-	-	2	4	6	10	17	27
Mizoram	-	-	1	2	6	22	22	23
TOTAL	29	30	72	101	145	183	245	405

Sources: Census of India, 1971, 1991 & Basic Statistics of North Eastern Region, 2015

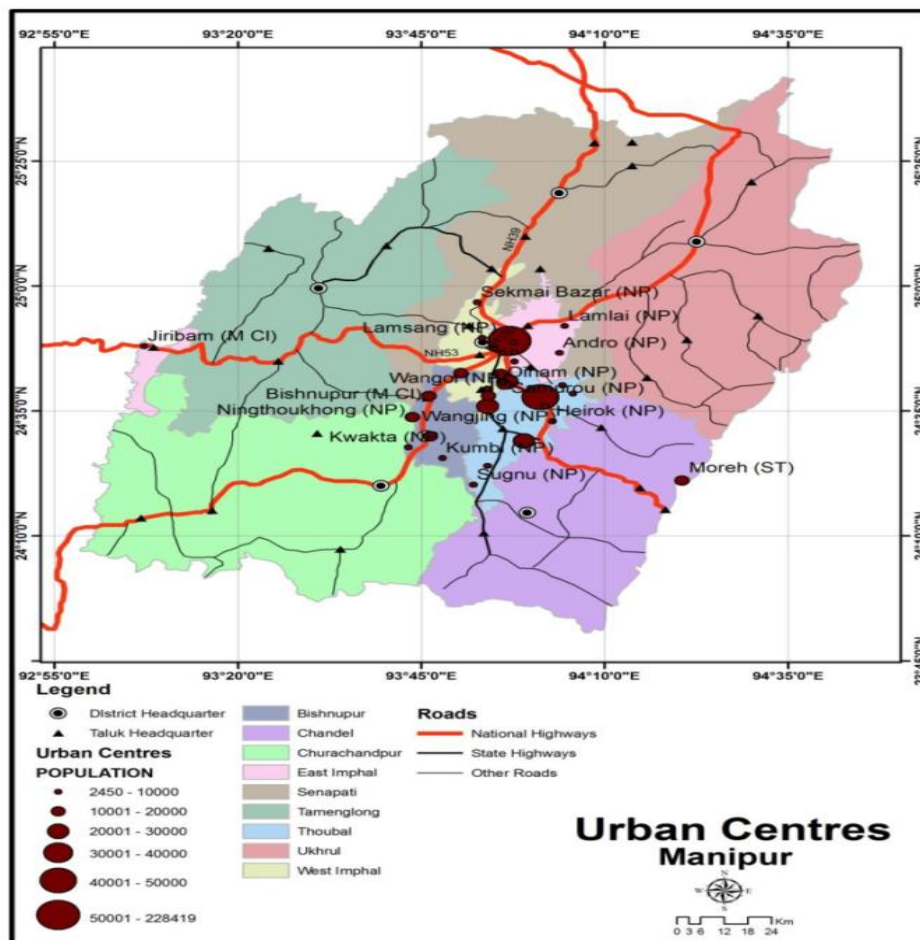


Fig. 4.3: Urban centres in Manipur, 2011

III. PROBLEMS OF URBAN GROWTH IN MANIPUR

The urban development in the state shows an interesting trend from the beginning of the century (1901) when it was under the colonial rule to the present era of independence which is experiencing great stress and strain (Singh, 1996). In recent decades, urban areas are growing faster in Manipur based on size of population but the fundamental criteria to be a town given by the Census of India is not fully enjoy to the towns, but this urban sprawl brings problems and challenges, all of which require good management and solutions. In the developing country like India, these cases are commonly found in the states as in Manipur. There are many problems in the towns of Manipur associated with the rapid growth of Population. These include unplanned housing (squatter settlements/shanty towns), dealing with urban waste, pollution, lack of employment opportunities, etc.

Urban areas are growing faster in Less Economic Development Countries (LEDCs) than anywhere else in the world, but this growth brings problems and challenges, all of which require good management and solutions. According to 1991 census, the level of the percentage of population living in urban areas of Manipur

is 27.52 which is quite higher than that of the North Eastern States (21.23%). A close examination highlights that the state is being predominantly rural in character with 72.48% of its people living in 2,182 villages in 2001 and 2,588 in 2011. Agriculture with its allied activities is the single largest source of livelihood of the people of Manipur. Even though Manipur is rapidly increasing in urban centers there was only one urban centre in 1961 and at present there are 33 urban centers in the state in the recent decades. Still the state is remaining as one of the most backward regions of the country. Now the question is, do our towns have adequate capacity to serve this rate of urban population growth? The answer to this question is negative. The present urbanization in the state is a product of the ever increasing population, migration of people from rural to urban areas, immigrants, and merges of rural areas to urban. In addition to the natural urban population growth, the concomitant growth and transportation facilities have all resulted in rapid growth of urban centers.

It is quite clear that Manipur awaits some concrete plan and suggestions for its future development to procure urban needs. It also urgently needs some major and minor improvements and corrections in the existing pattern of urban growth in the state. It can be remarked that the present pattern of distribution of urban centers in the state during the period 1971- 2001 is vague. The unequal distributions of the urban centers and their unplanned growth have brought numerous mistakes and problems. In fact, the existing towns of the state have encountered several problems of different magnitudes in the forms of appallingly human congestion, traffic congestion, unsatisfactory health and medical services, undesirable and misuses of urban lands, lack of civic amenities, lung hollowing pollution, tension creating uncertain and unpredictable crimes, issues, and corruption prone city sphere.

Broadly speaking the problems of urban areas of Manipur can be classified under the following categories:

1. Economic problems
2. Physical problems
3. Social problems
4. Governmental and administrative problems

1. *Economic problems:*

One of the most important problems of urban centers of Manipur is that of finding resources for provision and maintenance of urban infrastructure. In an economically backward state like Manipur huge investments are required for the development for proper adequate facilities of urban development including public utilities and housing. In the present context of our economy and the comparative position of the states after fifty years of planned development experience, regional planning is an important strategy to address the regional backwardness and exploration of diverse natural resources for national advancement. Agriculture is the mainstay of the people of Manipur and over 70 percent of the people directly depend on agriculture (Jugindro, 2016). It provides almost the entire food requirement of the people and offers scope for the establishment of agro-based industries in the state, which is industrially backward and economically depressed. The remoteness of the state from the centre and her geographical location are among the reasons why economic development of the state has failed to keep pace with the tempo of progress in the rest of the country. The economy of the state is so poor that the financial position of the state is entirely dependent on central government. Even the monthly Salary payment of the employees of the state is regularly irregular because the source of income of the state is predominantly below the mark. Both the government and planners are keener to promote economic growth rather than the resource crunch. They devoted more attention to productive projects (contract or thikka works, regarding repairing, renovation i.e. the project productive in short). This means that due to paucity of resources, it becomes difficult to provide adequate electric supply, water supply, sewerage and drainage facilities, sanitary units, managements of educational institutions, hospitals, transport and communication facilities etc. to an ever-increasing urban population.

2. *Physical problems:*

In the urban centers of the state include land use pattern, housing problems of water supply, drainage air and water pollution, congestion, transport etc. These problems have an immediate impact on the city and town dwellers and are one of the most burning problems of the state.

2.1. *Misuses of Urban Lands:*

The huge acreages of urban lands are under graveyards, and a big enclosure of space areas in the busiest part of the urban centers represents some of the misuses of the urban land of the region. Vast empty lands in the towns (Thoubal, Yairipok, Nambol, Kakching, Wangoi, Sikhong Sekmai etc.) are another example of the misuse of the urban lands. In order to solve these problems a thoughtful long term planning by conducting a detailed survey of the potentiality and actual needs of the urban dwellers is essential.



Photo-1: Policeman packing-up the vegetables brought by the street side vendors for sale in the bazar.

2.2. Urban housing problems:

Shortage of housing accommodation is a major problem of the urban centers of the state. At present there is a great shortage of accommodation in the major towns of the state. Most of the urban houses in the state are kutcha and semi pucca structures, squatter settlements and makeshift dwellings are recently sprung- up in Imphal city particularly in and around Lamphel, Sanakeithel, Langol, Khuman Lampak along the Nag river, Pandol, (Ragailong, North BOC) where rural migrants occupy and build their own houses either tent, Zinc or thatched. The nauseating and filthy atmosphere prevailing in such areas is a real health hazard.



Photo-2: Squatter settlements and makeshift dwellings in Lamphel and north BOC, Imphal

Table-4: Distribution of Urban Households and Number of Rooms Occupied in Manipur, 2001

Sl.No.	Particulars	Urban	Percentage	Persons per Occupied Residential houses.
1	No. of household occupied	1,01,302	25.47	Hill area 5-6 & Valley area 6-7
	Owned	91,300	24.48	
	Rented	8,675	42.10	
	Any other	1,327	31.79	
2	Household by number of rooms occupied			
	One room	14,696	21.53	
	Two rooms	26,005	22.68	
	Three rooms	29,142	25.77	
	Four rooms	14,829	30.21	
	Five rooms	7,194	34.60	
Six rooms & above	7,803	40.12		

Sources: computed from statistical Handbook of Manipur, 2005

Table 4 reveals that most of urban houses in Manipur are very congested and 2.53 percent of urban houses are recorded accommodation of 6-7 persons in only one room and 22.68 per in two rooms. The situation is worst in the capital city, Imphal where land is limited and population density is very high (576 persons per sq. km 1m 1991). Thoubal and Bishnupur, valley urbanized districts have the acute shortage of housing facilities and the related problems of overcrowding. This may seem paradoxical but an answer can be found in the close observations that there is family disunity because of partiality and keen competitions among the family members.

III. SOCIAL PROBLEMS

3.1. Unemployment:

Unemployment and underemployment are worldwide problem but the nature and magnitude of the problem differs (Mahesh, 1983). One of the major consequences of the rapid urbanization process has been the burgeoning supply of job seekers in both the modern (formal) and traditional (informal) sectors of the urban economy. In Manipur the competition for job is tremendous because of overcrowding and recruitment of candidates in various department except home department, are lying under many vacant posts. Many educated youths may get job but the one that is below his capability i.e. underemployment are in Manipur. Rural-urban migration has a significant impact on unemployment levels of the destination cities. In general, unemployment and underemployment has been the root cause of the crime in urban areas. The number of educated unemployed youths in Manipur has reached at 7, 01, 987 persons as on 31st March 2014.

3.2. Pollution:

The most damaging pollutants in urban areas of Manipur come from dust particles and disposal of sewage and solid waste. For example, a man without a handkerchief or mask to the nose or mouth will be dangerous. If you live in the capital city Imphal, the air you breathe is so harmful that you may as well be inhaling dust particles and smoke emitted from auto-rickshaw and vehicles.



Photo-3: Despite of fuel shortage crisis in the State due to imposition of economic blockage petrol on sale in the black market at exorbitant rate.

Emission of smokes often from the cars, jeeps, auto rickshaw and two wheeler motor cycles is not worthy to lead the state's pollutants in the urban centers. Majority of towns, located near the rivers, Imphal, Thoubal, Lilong, Kakching, Nambol etc. continue to discharge a major part of sewage into the nearby rivers. The unrestrained and often most without pollution control hectic line buses and parking in the Imphal city and urban areas in the state also poison the air. One interesting scenario in the state is that second hand and out dated vehicles, cars, vans, jeeps, buses, trucks etc. are upgraded technologically and forced to drive causing high chances of emissions smokes (carbon monoxide, hydrocarbon). Inadequacy of social facilities and overwhelming importance to the service sector Imphal city, the only single class one city change to disproportionate increase in the number of urban households because of huge rural urban transfers and a relatively higher rate of natural increase has always a tendency of outrun the number of housing units being made available in this urban centre. Moreover the present study analyses the dynamism of small towns in Manipur especially in the hilly region. The viability of small towns does depend on their size, location and rural field interactions and other economic functions. It is important to understand the growth and decline of small towns, as it is relevant in planning of decentralization of population over space.



Photo-4: Urban solid waste poured into Nambol and Nag rivers.



Photo-5: Pouring the city wastes into the Nambul River

3.3. Drainages:

The condition of drainage system to the many urban centers in the state is equally bad. The condition is very worse in the capital city, Imphal. Most of the urban centers in the valley districts of the state such as Thoubal, Kakching, Wangjing, Nambol, Lilong towns, etc. are located in the flood prone area and gradually expanding very near to the rivers. Roads are lower than the level of elevation and therefore, do not drain the towns in a short duration during every monsoon showers. Even in Imphal city, all drains in towns are open and drastic sanitation measures therefore abomination smells and dump wasted rubbish are deposited in and along the drains. In any rainy season water overflows and spreads into streets presenting a dingy view, promoting unhygienic conditions.



Photo-6: Front of RIMS, Imphal.

The Nambul River passes urban area of Imphal city area for 18.36 km and has identified a length of about 4.75 km as polluted zone, which touches with 15 Imphal municipal wards. From these 15 municipal wards an estimated quantum of 50.32 MT per day of urban solid waste and 15.97 MLD (approx) of combine sewers as waste water has been received by the Nambul river directly and ultimately to the Loktak lake, one of the freshwater lakes in North Eastern India.

3.4. Traffic Congestion:

Traffic congestion which increases the exhaust time due to the traffic delay in Manipur is another major environmental problem in the urban centers of the state. The environmental problems in urban centers are more experienced in the urban agglomerated areas of Imphal, the capital city and its surrounding sprung up towns, as the environmental problems are seen as the results of human activities. Limited width, lack of classified roads, the mixture of vehicles and lack of proper organization causes uncontrollable chaos on the urban streets and create main problem of urban transport in Manipur. Free movement of animals on the roads adds to the traffic constitute more problems. The heavy traffic and congestion leads to fuel wastage and increasing incidence of accidents in the state.

Table-5: Number of Road accidents by type of vehicle involved in Manipur (2000-2005)

Year	Type of Vehicles							No. of persons kill
	Two wheelers	Auto Rickshaw	Car	Jeep/ Gypsy	Buses	Trucks	Tempo	
2000-01	98	4	65	48	116	115	Nil	118
2001- 02	112	9	64	41	96	90	2	94
2002- 03	134	12	50	42	139	108	1	119
2003- 04	94	8	60	55	154	125	Nil	143
2004- 05	132	2	50	74	136	139	N/A	104

Sources: Directorate of Transport Manipur.

Table-5 reveals some important facts about the number of road accidents by types of vehicles, Buses, Trucks and two wheelers are common of accidents. The narrow roads unaware of traffic norms and congested vehicles where two buses can't drive at the sometime and no footpath along the road sides of the town areas are the factors of road accidents in the state of Manipur. As far as number of persons killed in the accidents is concerned, dashing and mishap are the two common accidents in the valley urban centers.



Photo-7: Traffic congestion in Imphal city

The number of motor vehicle registered in the state as on 31st March 2014 was 2,65,544 showing an increase of 19.49 percent over that of the previous year. Of the total number of vehicles in operation as on 31st March 2014 in the state, 71.43 percent were two wheeler, 5.04 percent were three wheelers (Auto Rickshaw), 15.52 percent were light motor vehicles (Cars, Jeeps, Taxi) and 5.78 percent were heavy motor vehicles (buses, trucks) and the remaining 2.23 percent were Tractor, Mini/Medium Bus & others including trailers.

Table -6: Number of Motor Vehicles registered in Manipur

Type of Vehicles	As on 31 st March, 2014				
	2010*	2011*	2012*	2013*	2014*
Bus	1483	2045	2666	2677	2700
Truck	6769	10577	10809	12530	12633
Auto Rickshaw	8604	10088	10633	12615	13377
M/M Bus	476	660	1064	1104	1331
Car	11377	17100	19388	22962	23938
Jeep	5058	11440	13109	13443	13803
Tractors	2040	2547	2190	2298	2317
Two Wheelers	101762	130100	138702	150854	189691
Taxi	1027	1526	1994	2477	2582
Others+Trailers	502	1383	706	1274	2272
Total	139098	187466	201261	222234	264644

Source: Directorate of Transport, Govt. of Manipur

* Excluding Tamenglong and Chandel Districts

3.5. Lack of Civic Amenities:

One of the most deleterious effects of overcrowding of cities throughout the world and particularly in the developing countries is the reduce sense of social responsibility among the people (Siddhartha, 2001). The rise in civic amenities such as water supply lighting arrangements, roads, streets, trash disposal, city drainage etc., are the mirror of a town. The position of civic amenities in the urban centers of the region has always been very inadequate. In recent decades Manipur encountered mainly hazardous of plastic, paper and packaging disposals. 95% of urban people send its wastes into the nearby rivers, hillsides and into the open fields. It becomes much worse in the capital city, Imphal and provincial towns. This garbage is in attended, festering and stinking as it becomes a breeding ground of disease like dysentery, malaria etc. At the time of flood these waste garbage particles flooded into the nearby dwellers and become much worse. Urban household disposals simply by knowing or unknowingly poured into the nearby rivers like, Nambul, Thoubal, Kakching, Wangjing where new towns sprang up create a serious problem in water pollution. The Nambul river has taken conservation programme but it is not all the cure of her chronic comma stage. Regarding sewerage problems in the urban areas are plagued with inefficient and insufficient civic amenities.



Solid waste garbage poured into the Nambul river.

IV. STRATEGIES TO URBAN PROBLEMS.

The first and foremost key to solve our urban problems in the state is the systematic development of the fast growing urban centers. Government and planners need long and a peeping vision in development works. There arises the need of a collective approach from Government and NGO's on the enforcement of laws which restrict unplanned development i.e. encroachment, squatter settlements, makeshift dwellings, immigrants. Launching of extensive awareness programmes both to the urban and rural people regarding sanitation and maintenance of city and urban areas is also highly imperative.

Actually, urban planning in Manipur has extensively tended to the city centre only. Such planning can only lead to ad hoc solution. Development of urban centers only can't achieve our goal without solving rural problems. Because of the shortage of wage employment, rural poor are pushed to swell the population of urban areas. The urban infrastructure facilities are very poor as compare to other states of India. The smaller and medium towns in the state of Manipur do not have proper infrastructure facilities such as water supply and waste water management, storm water and drainage, solid waste management and so on. The drinking water supply is a common issue. There is a lack of awareness among the citizens about the waste water management system, storm water management and drainages. The government too pays less attention to these matters and do not take initiative to create such infrastructure facilities in every nook and comer of towns in Manipur. The following are the basic remedies to be implemented to solve the existing urban problems in the state:

4.1. Management of Trash (Solid Waste):

The Imphal and other town committees of the state launched safe management of town garbage this by constructing Municipality containers and dust-carts in the heart of towns and the city. Unfortunately, it is flopped as almost no one keeps the garbage of plastic bags, kitchen waste, etc. properly inside the dustbins but simply throws at surrounding areas. Kitchen and garden waste can be converted into rich compost. Paper, glass and metal are recycled and rubble used for construction. This unusable plastic can be buried into the ground.

4.2. Compulsion payment of Taxes:

Most of our people are unwilling to pay the taxes – electric, water, land etc. Most of our towns suffer from crippling resource constraints. Our government and planners need money, whereas our municipality finds it difficult to pay even monthly wages. Imphal Municipal council employees are not getting pay for several years. All sorts of taxes are debt to the Govt. offices, MLA, Mantries and public. These debt taxes and fees are the sources of income of the state.

4.3. Transportation:

The transportation systems of Imphal city and towns of Manipur are so congested and polluted because of private vehicles, buses, jeeps, auto-rickshaw etc. which are parked in the cluster zone of the city, zero km. outside the C.B.D. For example, Thoubal, Moirang, Bishnupur vehicles are parked in the heart of Imphal city. This creates not only congested roads but it helps the city polluted. Four lane streets including foot path in the city and towns are highly needed for to easy transportation, safe time, money and precious lives for avoiding accidents and city pollution. My suggestion is that, the private passenger buses and other type of public carrier vehicles should be parked outside the downtown and in the rural urban fringe areas. There should be extension of the city business services that will employ more educated unemployed youths and reduce overwhelming city crowd.

Table-7: Total Number of Registered Vehicles in Manipur (2000 – 2005)

Types of Vehicles	2000	2001	2002	2003	2004	2005
Total	76,375	82,005	90,063	96,626	1,05,761	1,13,351

Sources: Directorate of Transport, Manipur.

4.4. Accommodation:

A vast campus of the Governor's office complex, treasury office and Assam Rifles which occupy in the heart of the crowded and congested Imphal City can be shifted to the Langol complex or Lamphelpat or at suitable places outside the Imphal city and the same campus should be replaced as marketing zone so called vegetable vendors, Botanical garden, public recreational zone and temporary parking of jeeps, cars, two wheelers etc. It will raise Municipal Income of the state.

4.5. Pollution:

The state, particularly in population size class-I (Imphal MCI) class (iii) towns (Thoubal, Kakching, Mayang Imphal and Lilong (Thoubal) and class (iv) town (Nambol) are undoubtedly have hectic problems of pollution from dust and nimbus of smoke from vehicles. The State Pollution Control Board (SPCB) should provide pollution testing and certificates to the vehicle owners. Introduction of catalytic converters to the vehicles should be implemented. City and town roads should be widened and foot path metalized road will solve the dust pollution in the town centers.

V. THE GOVERNMENTAL AND ADMINISTRATIVE PROBLEMS

The State Government should frame a state or district policy relating to distribution of functions, allocation of resources for tax purposes, etc. Serious governmental and administrative difficulties arise quite frequently in urban areas, because of no clear demarcation and separation of functions. The government too pays less attention to these matters and do not take initiative to create such infrastructure facilities in every nook and corner of towns in Manipur.

VI. CONCLUSION

Unplanned urban growth has led to complexities in the sectors of urban services such as water supply, waste water management, storm water and drainages, solid waste management and urban transport system. About 18% of urban population is living in squatter settlements where access to basic services is very poor. About 80% of population living in urban areas has access to safe drinking water but they possess inequitable distribution of water and waste management. The best strategy is to conceive the development of small towns in the overall framework of an urban hierarchy with village at the first level, Central village at the second level, market towns at the third level, and the establishment of various growth foci exactly in a manner of regional planning. Urbanization Policy must be accompanied by a parallel effort in regional and area planning. A joint and helping hand venturous of policy making and co-ordination at the National, Regional and Municipal levels among the planners, administrators, academicians, politicians and Municipal councilors is the key to open the rusting lock of developments of the State as a whole.

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